

Cameron Kline

From: Vince Galletto <vgalletto@ryde.nsw.gov.au>
Sent: Tuesday, 18 December 2018 2:33 PM
To: Cameron Kline
Cc: Harry Muker; Dyalan Govender
Subject: RE: Macquarie University Concept Plan - bus priority condition

Dear Cameron,

I refer to your email below, regarding the Macquarie University 2009 Concept Plan and specifically Conditions B5(1),(2) and C15(2), which relate to bus priority setbacks on University Avenue. I apologise for the delay with this response.

I note both the correspondence from ARUP dated 12 February 2018, confirming agreement on the design of the intersection with RMS and the BPIP teams and further letter from Transport for NSW dated 17 September 2018 endorsing this agreed intersection arrangement as the basis to close out Condition C15(2) and B5(1),(2) of the Macquarie University Concept Plan.

Based on the information provided, you are advised that Council endorses the intersection arrangements agreed between the University and RMS/BPIP and further endorsed by Transport for NSW, as satisfying Conditions B5(1),(2) and Condition 15(2) (as it relates to the bus priority setbacks).

In this regard, Council would further seek the cooperation of the University in establishing the new future bus interchange in Herring Road with further assessment and consultation required in finalising its footprint together with any associated realignments and setbacks.

Please contact me should you have any further questions and or require any clarification regarding this or any other development matters.

Regards

Vince Galletto

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From: Cameron Kline [mailto:cameron.kline@mq.edu.au]
Sent: Thursday, 4 October 2018 12:52 PM
To: Vince Galletto
Cc: Dyalan Govender; Harry Muker
Subject: Macquarie University Concept Plan - bus priority condition

Dear Vince,

I refer to the Macquarie University 2009 Concept Plan, specifically Conditions B5(1),(2) and C15(2), which relate to bus priority setbacks on University Avenue. The University and RMS have agreed a road design that RMS and Transport for NSW agree enables the University to satisfy the bus priority conditions. I am now seeking Council's endorsement, in order to allow the Conditions to be signed off by the Department of Planning and Environment (DP&E).

The relevant Concept Plan conditions are:

- *B5 (1): "An amendment to the Concept Plan is to be prepared in consultation with Council and the RMS, and approved by the Department of Planning, which makes provision for adequate setbacks along Balaclava Road (from Epping Road to University Avenue) and Waterloo Road (from Herring Road to Research Park Drive), to facilitate additional capacity improvement and bus priority, prior to or with the lodgement of the first application for new building works within Precinct E".*
- *B5(2): The setbacks referred to in (1) above to form part of the agreements referred to in C15 of this approval.*
- *C15(2): The agreement referred to in C15(1) above is to provide details of appropriate bus priority measures to be implemented throughout the University.*

Since 2013, Macquarie University has been engaging with Transport for NSW and RMS in the development of a modified design of the Herring Road / Waterloo Rd / University Avenue intersection. This has included traffic modelling of the intersection which takes into consideration the growth of the campus and the wider Macquarie Park area up to the year 2031. The modelling has been reviewed by the RMS Bus Priority Infrastructure Programme (BPIP) team and confirmed as suitable.

In late 2017 the University and RMS confirmed agreement on the design of the intersection. A copy of this agreed intersection layout is attached (refer *Macquarie University Gateway Summary letter 120218*).

The BPIP team has noted, in email correspondence dated 8 August 2017, that *"it was agreed at the meeting that University's willingness to accept RMS revised design shown in the first drawing (Waterloo LT Lane – Stage 2), means that from RMS and BPIP Project point of view they meet the condition of allowing for the efficient movements of buses through the intersection.*

Along with RMS's and the BPIP teams agreement, Transport for NSW have provided their endorsement to use this agreed intersection arrangement as the basis to close out Condition C15(2) and B5(1),(2) of the Macquarie University Concept Plan. **Please see a copy of Transport for NSW's endorsement letter attached.**

In order for DP&E to sign off the relevant conditions, I'm now hoping to get Council's endorsement of the position we have reached with RMS and Transport for NSW – being that the intersection arrangements agreed between the University and RMS/BPIP and endorsed by Transport for NSW satisfies Conditions B5(1),(2) and Condition 15(2) (as it relates to the bus priority setbacks). Vince, can you please consider and confirm if Ryde Council is happy to accept

this position? Alternatively, if you would like further information, I'm happy to sit down with you and your team to discuss where we have landed.

Many thanks Vince.

Regards

Cameron Kline

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